

**CITY OF STOCKTON CLIMATE ACTION PLAN
APPLICATION ITEM 1: APPLICATION FORM**

Applicant (Agency & address - including zip)		Proposed Date of Completion: February 2012		
		Grant Amount Requested: \$ 398,423		
		Check one	If Joint Proposal, list participating entities/ contact person:	
		City		X
City of Stockton - Community Development Department		County		
425 North El Dorado Street		MPO		
Stockton, CA 95202		COG		
		RTPA		
		JPA		
		Joint Proposal		

Lead Applicant's Name: City of Stockton

Title of Proposal (summarize the deliverable to be funded by this grant)
City of Stockton Climate Action Plan

Applicant's Representative Authorized in Resolution

Name: Bob Deis
Title: City Manager
Phone: (209) 937-8294
Email: Bob.Deis@ci.stockton.ca.us

Person with Day to Day Responsibility for Plan
(if different from Authorized Representative)

Name: David Stagnaro, AICP
Title: Planning Manager
Phone: 209-937-8598
Email: David.Stagnaro@ci.stockton.ca.us

Check all of the following that are incorporated or applicable to the proposal:

Focus Area

- ☒ Focus Area # 1
- ☐ Focus Area # 2
- ☐ Focus Area # 3

Program Objectives

- ☐ Applying for 20% EDC set aside
- ☒ Improve air and water quality

Eligibility Requirements (mandatory)

- ☒ Consistent with State Planning Priorities
- ☒ Reduces GHG emissions on a permanent basis
- ☒ Collaboration requirement
- ☒ Promote public health
- ☒ Promote equity
- ☒ Increase affordable housing
- ☒ Increase infill and compact development

Priority Considerations

- ☒ Demonstrates collaboration & community involvement
- ☒ Addresses climate change impacts
- ☒ Serves as best practices
- ☒ Leverages additional resources
- ☒ Serves an economically disadvantaged community
- ☐ Serves a severely disadvantaged community
- ☒ Revitalize urban and community centers
- ☒ Protect natural resources and agricultural lands
- ☒ Reduce automobile usage and fuel consumption
- ☐ Improve infrastructure systems
- ☒ Promote water conservation
- ☒ Promote energy efficiency and conservation
- ☒ Strengthen the economy

I certify that the information contained in this plan application, including required attachments, is complete and accurate

Signature: _____



Applicant's Authorized Representative as shown in Resolution

August 30, 2010

Date

Print Name and Title: Bob Deis, City Manager

CITY OF STOCKTON CLIMATE ACTION PLAN APPLICATION ITEM 2: PROPOSAL SUMMARY STATEMENT

NEED FOR THE PROPOSAL

Assembly Bill 32 (The Global Warming Solutions Act of 2006) and related legislation Senate Bill 375 (Sustainable Communities) requires cities, counties and metropolitan planning organizations (MPOs) to collaborate to develop strategies and implementation measures to reduce greenhouse gas (GHG) emissions through increased energy efficiency and conservation, reduction in vehicle-related fuel consumption and emissions, water conservation, expansion of renewable energy, waste minimization and reuse, and other strategies. The City of Stockton intends to serve as a model by developing a Climate Action Plan that contains best performance standards (BPS) for the reduction of GHG emissions that can be used by communities around the state.

Stockton has already made substantial progress on climate change planning. To date, Stockton has created a Climate Action Plan Advisory Committee (CAPAC), completed a GHG emissions inventory (Mid-2009), a Transit Gap Analysis (January 2010), adopted an Interim GHG Reduction Target (September, 2009), and adopted a Green Building Ordinance (July, 2010). Stockton wants to leverage already obtained Department of Energy (DOE) Energy Efficient and Conservation Block Grant (EECBG) monies, City of Stockton Air Quality monies, and Proposition 84 - Sustainable Communities grant dollars to pay for the staffing needed to accomplish the tasks that are bulleted below. Due to the comprehensive approach being followed by the City to create a model Climate Action Plan, the EECBG and Air Quality funding will only cover part of the necessary effort; therefore, the need for additional monies through the Sustainable Communities grant program is critical to the City's ability to successfully complete the Climate Action Plan and complete the related supportive plans/programs in parallel.

ACHIEVING THE INTENT OF FOCUS AREA #1: LOCAL SUSTAINABLE PLANNING

This proposal achieves the intent of Focus Area #1 by developing an effective and innovative local plan that supports the state's AB 32 GHG emission reduction targets and supports implementation of SB 375. Stockton will be drafting the most comprehensive Climate Action Plan in the state (See Application Item 4b for a more detailed work plan). The Climate Action Plan will be a new Element to the General Plan. Unique among Climate Action Plans prepared to date, Stockton will be developing:

- Implementation strategies in conjunction with the Climate Action Plan development (instead of developing them afterward) including a Transit Plan (identifying feasible transit services, timing, and funding);
- A General Plan Amendment (including infill promoting strategies);
- A water conservation ordinance that meets or exceeds State Department of Water Resources water efficient landscape standards, addresses storm water management and storm water quality control practices, and establishes Low Impact Design standards and implementation guidance for residential, commercial, and industrial projects;
- A project impact review process (for greenhouse gas emissions) as well as a Vehicle Miles Traveled (VMT) monitoring methodology.
- A cost/benefit analysis and developing funding modalities during the Climate Action Plan development.

Stockton's goal is to go beyond generalities to identify the methods and the means to implement the Climate Action Plan on the ground. By developing the above tasks for Stockton's Climate Action Plan, the plan will help create a sustainable community for the city of Stockton by improving air quality, improving water quality and water conservation, promoting public health, promoting equity, increasing housing affordability, promoting infill and compact development, reducing automobile usage and fuel consumption, promoting energy efficiency and conservation, and strengthening the economy.

**CITY OF STOCKTON CLIMATE ACTION PLAN
APPLICATION ITEM 3: PROPOSAL DESCRIPTION**

STEP 1: THRESHOLD REQUIREMENTS

1. **Describe how the Proposal is consistent with the State's Planning Priorities, Section 65041.1 of the Government Code.**
 - a. **Promote infill development and invest in existing communities** – The Climate Action Plan (CAP) will contain new/modified Objectives, Goals, Policies and Implementation Measures that require a balance between greenfield and infill development. The Infill Housing Plan will promote infill and identify sites for compact development in the Greater Downtown Area. The Greater Downtown Area consists of approximately 2,700 acres. This area is generally bounded by Harding Way, Charter Way (MLK), Pershing Avenue, and Wilson Way. The Transit Plan will expand access to transit services across all socioeconomic levels.
 - b. **Protect, preserve and enhance environmental and agricultural lands, and natural and recreational resources** – The Climate Action Plan will support infill and compact development, which will reduce the need for greenfield development on agricultural land and protect natural resources while reducing automobile use and fuel consumption.
 - c. **Encourage location and resource efficient development** – The goals, policies, and strategies established in the CAP will encourage location and efficient development by encouraging infill and compact development within City limits, with an emphasis in the Greater Downtown Area.
2. **Describe how the Proposal will reduce, on as permanent a basis that is feasible, greenhouse gas emissions consistent with:**
 - a. **California's Global Warming Solutions Act of 2006**
 - i. **How will the Proposal reduce greenhouse emissions as compared with business as usual through 2020 and beyond?** - The Climate Action Plan will provide strategies that will aid in reducing the City's emission levels to 1990 levels by 2020, from approximately 3 million metric tons (per anticipated business as usual estimated emissions) to approximately 2.1 million metric tons. Therefore, the reduction by 2020 is approximately 862,578 metric tons, or a 28.7% reduction from 2020 business-as-usual estimated emissions. The CAP will set forth land use and transit strategies that will result in Greenhouse Gas (GHG) emission reductions far beyond 2020 and will set the basis for further reductions after 2020.
 - ii. **Identify the indicators that will be used to measure whether the Proposal will meet greenhouse gas emissions reduction targets or requirements** – Indicators that will be used to measure the outcomes are the 28.7% GHG emissions reduction target as a benchmark to evaluate current development projects under review, and to determine the adequate emission reduction amount for each project, while taking into account anticipated reductions acquired through statewide initiatives. City GHG emissions overall will be estimated periodically to monitor progress toward the 2020 reduction goals. The City will also be monitoring Vehicle Miles Traveled (VMT) annually to identify the effect of land use and transportation strategies over time in reducing VMT and related vehicular emissions.

b. Applicable Regional Plans

San Joaquin County Regional Blueprint Vision – The Climate Action Plan will be consistent with the Regional Blueprint Vision, which was approved by the San Joaquin Council of Governments (SJCOG) policy board on January 28, 2010. The San Joaquin County Regional Blueprint Vision represents San Joaquin County's contribution to the larger, on-going San Joaquin Valley Blueprint Planning Process. The primary purpose of San Joaquin County (SJC) Regional Blueprint is to establish a coordinated long-range (year 2050) regional vision between transportation, land use, and the environment from an overall quality of life perspective.

Valley Blueprint Process – The Climate Action Plan will be consistent with the adopted smart growth principles of the Valley Blueprint. The City of Stockton aims to meet, and exceed, the preferred growth scenario. The City expects densities in the downtown core to be greater than the rest of the City.

Regional Transportation Plan – The Regional Transportation Plan (RTP) serves as a road map to guide the region's transportation development for a 25-year period. The proposal will be consistent with the Regional Transportation Plan's goals to:

- Enhance the environment, quality of life, and conserve the environment
- Increase accessibility and mobility
- Increase safety and security
- Preserve the existing regional transportation system and promote efficient roadway system management and operations
- Support economic vitality
- Promote interagency coordination and public participation for transportation decision-making and planning efforts
- Maximize cost effectiveness

The CAP and Transit Plan will be a model for future development by SJCOG's Sustainable Communities Strategy (SCS) for the next (2013) RTP by demonstrating for the County and the other cities in the County the feasible means by which to reduce per capita VMT and associated vehicular GHG emissions. The City will collaborate with SJCOG during CAP and Transit Plan development and during SCS preparation.

San Joaquin Valley Air District (SJVAD) Climate Change Action Plan – Stockton's Climate Action Plan will support the basic premise of identifying, quantifying, and establishing Best Performance Standards (BPS) to reduce GHG emissions for new development projects subject to the California Environmental Quality Act (CEQA). The Climate Action Plan will utilize the general SJVAD approach of analyzing and mitigating GHG emissions for the following reasons: streamlined process for complying with City adopted GHG reduction target, uses Best Performance Standards (BPS), many BPS measures have pre-quantified GHG reductions, and provides for uniform approach throughout the San Joaquin Valley.

- 3. Collaboration Requirements** – The San Joaquin Regional Council of Governments (SJCOG) has determined that the proposed Climate Action Plan as discussed in this grant application is consistent with, and supports, the San Joaquin County Regional Blueprint Vision that was approved by the SJCOG Policy Board on January 28, 2010, addressing SB 375 requirements (See Item 6 of this application package for the Collaboration Letter and additional letters of support). This proposal is consistent with the following San Joaquin Regional Blueprint Principles: sustainable planning and

growth, providing a diversity of housing choices, creating transportation and mobility options, sustaining farming and agriculture by minimizing agricultural land conversion, preservation of the environment, economic development, and education and workforce development.

STEP 2: PROGRAM OBJECTIVES

Improve Air and Water Quality

1. The strategies that will be used to meet the air quality objective include preparing General Plan Amendments that will require a balance between infill development and greenfield development, drafting an Infill Housing Plan that will direct growth to the Greater Downtown Area, and developing a Transit Plan/Program to expand transit, bike, and pedestrian mode share (all of which promote reduction of vehicular criteria pollutant emissions). These strategies will aid in reducing the City's GHG emission levels to 1990 levels by 2020, from approximately 3 million metric tons (per anticipated business as usual estimated emissions) to approximately 2.1 million metric tons with expected related reductions in criteria pollutant emissions. Therefore, the reduction by 2020 is approximately 862,578 metric tons, or a 28.7% reduction from 2020 business-as-usual estimated GHG emissions.
2. The indicators that will be used to measure the outcomes are the 28.7% GHG reduction target as a benchmark to evaluate current development projects under review, and to determine the adequate emission reduction amount for each project, while taking into account anticipated reductions acquired through statewide initiatives. The project 28.7% reduction is an interim target until the CAP is adopted, at which point the target will be consistent with the Climate Action Plan. Reducing the GHG emissions to 1990 levels by 2020 will result in a decrease in ozone precursor levels and decrease particulate matter entrainment.
3. Stockton's Climate Action Plan will be consistent with the State Implementation Plan, as specified by the San Joaquin Valley Air District, by reducing emissions relating to the burning of fossil fuels. Stockton's consumption of electricity and fossil fuels in local buildings and vehicles is responsible for the release of criteria air pollutants, including nitrogen oxides (NOx), sulfur oxides (SOx) carbon monoxide (CO), volatile organic compounds (VOCs), and particulate matter (PM10). The transportation sector is responsible for the majority of CO and VOC emissions with a significant contribution to NOx and PM10 as well. Given the city's proposed reduction target of reaching 1990 GHG emissions levels by 2020, the estimate of potential reductions in criteria air pollutants include 1,530 metric tons of NOx, 1,008 metric tons of VOC, and 44 metric tons of PM10. Additional potential reductions of other criteria air pollutants include 82 metric tons of Sox and 9,615 metric tons of CO.
4. The strategies of the Climate Action Plan to meet the water quality objective include drafting a Water Conservation Ordinance to meet or exceed State Department of Water Resources water efficient landscape standards. The Ordinance will consist of new standards for on-site and off-site landscaping and tree planting, and will establish Low Impact Design (LID) standards and implementation guidance for new and renovated residential, commercial, and industrial projects to reduce water usage and improve water quality.
5. The indicators that will be used to measure the outcomes of the Water Conservation Strategies/Ordinance will include reduced water usage and improved water quality that will aid in decreasing the number of water bodies that do not meet the state water quality standards. Runoff will be minimized by developing a plan that efficiently uses water, thereby decreasing the amount of chemical pollution that enters the waterway. Minimizing runoff is especially critical for

Stockton because it is located along the San Joaquin-Sacramento Delta (Delta). The Climate Action Plan will also help with the overall ecology of the Delta by reducing fuel use and related potential spills and aerial deposition of air pollutants.

6. The proposal will be consistent with the Integrated Regional Water Management Plan by implementing concepts that address current and future sources, uses and management of water that include the implementation of the State's Model Water Efficient Landscape Ordinance and employing best management practices to ensure that conservation, recycling, reuse, groundwater reclamation and desalination represent the maximum yet realistic portion of water supplies.

Promoting Public Health

1. The Climate Action Plan will promote public health by facilitating the decrease of the overweight/obese population in Stockton (with increased bicycling and walking opportunities), reducing the incidence of asthma in the population (by reducing vehicle-related emissions), and reducing the incidence of poorly maintained housing that promotes asthma and other respiratory diseases (by implement green building regulations and promoting retrofits of and investment in existing building stock).
2. The proposal addresses and responds to the definition of a healthy community as summarized below:
 - A Transit Plan/Program will be developed in collaboration with the San Joaquin Regional Transit District to support the Climate Action Plan and will focus on expanding transit, bike, and pedestrian mode share, which will increase the accessibility of transit to all segments of the community and thereby decrease pollution caused by automobile travel.
 - The City of Stockton's Street Design Guidelines will be revised with a focus on multi-modal enhancements. These revisions will increase the opportunity for alternative modes of transportation and identifying and reducing barriers to walking and cycling within neighborhoods will support increased physical activity and promote safe environments for physical activity.
 - The Climate Action Plan seeks to reduce VMT in the City. In general, the more vehicle miles traveled in a community, the worse the air pollution.
 - An Infill Housing Plan will lay out a framework on how to implement Greater Downtown Housing objectives of accommodating up to 4,400 housing units (including extremely low, very low, and low income housing units consistent with the recently approved City of Stockton 2009 Housing Element) in the Greater Downtown Stockton Area by 2035, as well as identify how supporting commercial development and Transit Oriented Development can successfully be integrated. Directing growth to the infill areas in Greater Downtown Stockton will in turn aid in the preservation of natural and open space which are important to community health.
 - Ultimately directing 4,400 units to the Greater Downtown Stockton area by 2035 will result in locating homes closer to existing public services (transit, social services) and socially integrate residents with downtown businesses, government, and entertainment (ballpark games and other events at the arena, hotel) promoting social and mental health.
 - Decreasing the extent of sprawl has the positive effect of lowering average vehicle trip length, increasing the likelihood of people using transit, and locating residents closer to work, goods, and services improving their quality of life.
 - Promote sustainable energy use by implementing green building regulations, which will ensure that new buildings are energy-efficient, conserve water and are built with eco-friendly materials. Green building practices will improve indoor air quality.

- Facilitate affordable housing goals and programs contained in the City's Housing Element, which are consistent with the goals, policies, and objectives of the future Climate Action Plan.
- 3. With the development and implementation of the Climate Action Plan, there are no public health potential adverse health consequences anticipated because the Climate Action Plan is intended to improve public health.
- 4. The development of the Climate Action Plan and its related components will involve the coordination and collaboration with San Joaquin County Public Health. The City has had ongoing meetings with the San Joaquin County Public Health with regards to the walkability of neighborhoods and incorporating fresh produce in neighborhood convenience stores. The City will involve the San Joaquin County Public Health in the development of this Climate Action Plan and will include them in the list of agencies invited to the City's Climate Action Plan Advisory Committee meetings.

Promote Equity

1. The strategies that will be used to meet the equity objective include increasing Stockton resident's access to transportation, providing residents opportunities to be centrally located near services, and promoting infill development.
2. The indicators that will be used to measure outcomes include establishing numbers of extremely low, very low, and low income units delivered as part of the 4,400 units in the greater Downtown Area by 2035 with a specific goal of 3,000 units by 2020. By concentrating infill development in the Greater Downtown Area, more residents will be in close proximity to good schools, have access to open space, and live where there is enhanced bus rapid transit that connects people to jobs. The City, County, and other public sector employees will have increased options of living downtown.
3. An essential component in the development of the Climate Action Plan includes a Public Participation and Outreach Program that will be coordinated by a professional public relations firm that will identify and integrate community interests representing all segments of the population. The Climate Action Plan will be consistent with the City's Housing Element, which identifies needs for various income groups.

Increases Housing Affordability

1. The strategy that will be used to meet the housing affordability objective will be the preparation of an Infill Housing Plan. The Infill Housing Plan will promote infill and compact development that will accommodate up to 4,400 housing units in the Greater Downtown Area by 2035 (including extremely low, very low and low income housing units consistent with the Regional Housing Needs Assessment and the recently approved City of Stockton Housing Element). The Infill Housing Plan will be consistent with the goals, policies, and implementations in the City's Housing Element.
2. The indicators that will be used to measure the outcomes include increasing the housing supply that meets the Regional Housing Needs Allocation for extremely low, very low, and low income households.

3. The proposal will be consistent with housing affordability requirements under the Regional Housing Needs Allocation as defined in the City's Housing Element. The Infill Housing Plan that is prepared will consult the housing sites inventory in the Housing Element, which identifies the inventory of land suitable for residential development for lower and moderate income levels.

Promote Infill and Compact Development

1. A key component of the Climate Action Plan is to ensure that greenfield development on the City's outskirts occurs in a manner that is in balance with infill development. The strategies that will be used to meet the infill and compact development objective will be to amend the General Plan and incorporate goals and policies that establish the level of infill development against which greenfield development will be measured to achieve that balance.
2. The indicators that will be used to measure the outcomes include minimum levels of transportation efficiency, and increased transit availability and Level of Service as they relate to the timing and suitability of greenfield development. Of key interest will be monitoring the ability of San Joaquin RTD to expand its bus rapid transit lines, and the related parameters for ridership and origin/destination relationships. There will be milestones indicating that specified levels of infill development, jobs/housing balance goals, and GHG and VMT reductions goals are met before new entitlement are granted on the City's outskirts. The Infill Housing Plan will promote infill and compact development and aid in increasing the proportion of jobs and housing units in close proximity of existing transit systems.

Revitalize Urban and Community Centers

1. Strategies that will be used to meet the Urban and Community Center objective include increasing the resources intended to induce development as opposed to greenfield development, as noted in the above section "Promote Infill and Compact Development." A major focus of the Climate Action Plan is to direct growth and renew Greater Downtown Stockton. The following amendments will be drafted to incorporate the following policy considerations in the General Plan 2035 Goals and Policy document:
 - Require at least 4,400 units of Stockton's new housing growth be located in Greater Downtown Stockton (defined as land generally bordered by Harding Way, Charter Way, Pershing Avenue, and Wilson Way) by 2035, with a goal of 3,000 units by 2020.
 - Require at least an additional 14,000 of Stockton's new housing units to be located within the City limits (as defined in 2008).
 - Incentives will be formulated to promote infill development in Greater Downtown Stockton, including but not limited to the following for proposed infill developments: reduced impact fees; lower permit fees; less restrictive height limits; less restrictive setback requirements; less restrictive parking requirements; subsidies; and a streamlined permitting process.
2. The indicators involve comparing the relationship between the numbers of dwelling units that occur in the Greater Downtown Area with the number of dwelling units that occur in the balance of the city. By promoting infill residential development in the downtown area, the City intends to motivate investment in the urban center to reinvigorate the center of the City as a vital place of residence, work, and social life accessible from and to the rest of the City via efficient transit access.

Protect Natural Resources and Agricultural Land

1. The strategies that will be used to meet the natural resources and agricultural land objective will be to focus the direction of growth to the Greater Downtown Area through the Infill Housing Plan. By planning for a significant number of dwelling units in the Greater Downtown Area, the City is helping to preserve agricultural land by reducing development pressure on the periphery of Stockton where prime farmland exists.
2. The indicators will be to plan infill development in Stockton, which will in turn avoid developing on habitat for plant and wildlife species by focusing the construction of a significant portion of residential growth to already disturbed (urbanized) areas within City limits.
3. The proposal is consistent with the California Wildlife Action Plan, Natural Community Conservation Plan, and the Surface Mining and Reclamation Act, as well as the San Joaquin County Multi Species Habitat and Open Space Plan. The California Wildlife Action Plan focuses on the species and habitats of greatest conservation need, identifies the major stressors affecting California's native wildlife and habitat, and identifies the actions needed to restore and conserve California's wildlife, thereby reducing the likelihood that more species will approach the condition of threatened or endangered. The proposal does not conflict with the Natural Community Conservation Plan, as it is just in the planning phases for the Bay-Delta. The Surface Mining and Reclamation Act applies to anyone, including government agencies, engaged in surface mining operations in California which disturb more than one acre or remove more than 1,000 cubic yards of material. The City of Stockton is not subject to this act because it is not engaged in surface mining. The San Joaquin County Multi-Species Habitat and Open Space Plan focuses on preserving habitat for threatened and endangered species and open space; by promoting greater amounts of infill in downtown, Stockton reduces the pressure on developing areas of natural resource habitat.

Reduce Automobile Use and Fuel Consumption

1. Strategies that will be used to meet the automobile use and fuel consumption objective include:
 - Development of a comprehensive Transit Plan in collaboration with the San Joaquin Regional Transit District. The comprehensive Transit Plan will identify transit service for major corridors in Stockton and develop multimodal street designs that support the integration of multimodal enhancements to the City's transportation infrastructure.
 - Identification of sustainable funding sources for continued operations/maintenance and expansion of alternative travel including public transit, bicycling, and walking to achieve increased transit ridership, bicycling and walking, reduced automobile usage, vehicle miles traveled and fuel consumption and improve public health.
 - Development of an infill ordinance which will require 4,400 new housing units in Greater Downtown Stockton by 2035, and to develop incentives that will promote infill development in Greater Downtown Stockton, thus promoting compact development supportive of transit and use of alternative modes to vehicular travel.
 - Land use policies balancing growth and timing in infill and greenfield areas to match timing of transit and alternative mode development and to integrate transit opportunities into new development.
2. The indicators that will be used to measure the outcomes include increased transit ridership, decreased vehicle miles traveled (VMTs), decreased vehicle greenhouse gas emissions, increased jobs-housing ratio, and increase in bicycle and pedestrian facilities and mode share. To measure the outcome for increased transit ridership, the City will compare its future ridership to its current

ridership, as calculated by the San Joaquin Regional Transit District. The indicator to decrease vehicle miles traveled will be to reduce the projected increase in VMT by single-occupant automobile per capital to an annual rate over the planning period that is equal to or less than the population increase. During the CAP process, the City's traffic model will be enhanced to increase sensitivity to travel mode share in order to support better project evaluation and VMT monitoring over time of progress in promoting alternatives modes of travel and reducing VMT.

3. The Climate Action Plan will be consistent with, and enhance, the vision of the California Transportation Plan for a fully integrated, multimodal, sustainable transportation system. The Climate Action Plan will focus on improving mobility and accessibility, preserving and enhancing the transportation framework, supporting the economy, enhancing the environment, while enhancing public safety and security. Community values will be reflected in the Climate Action Plan through the extensive public participation process. The strategies and indicators that result from the Climate Action Plan will be consistent with the policies of the California Transportation Plan (CTP). The proposal specifically aligns with six goals of the CTP:

- **Goal 1. Improve Mobility and Accessibility:** The City will coordinate with the San Joaquin Regional Transit District (RTD) and other partners to identify strategic transit improvements along major travel corridors to improve accessibility to transit and increase transit ridership, and operate an efficient inter-modal transportation system, increase the system capacity and provide viable transportation choices. New land-use development will further improve mobility and accessibility by both designing new developments for all modes of transportation.
- **Goal 2. Preserve the Transportation System:** New land-use development and infill policies will increase development around existing transportation.
- **Goal 3. Support the Economy:** New land-use development policies will encourage economic growth in the most sustainable way, around existing infrastructure and transportation. GHG reduction strategies that are most cost-effective will be prioritized.
- **Goal 4. Enhance Public Safety and Security:** In coordination with San Joaquin Regional Transit District (RTD) and other partners to develop a transportation system security plan, including risk assessment, monitoring methods, pre- and post-incident preparedness, response and recovery, crisis management and evacuation plans, and viable transportation alternatives.
- **Goal 5. Reflect Community Values:** In the development of the Climate Action Plan, the City will implement ongoing public information and involvement programs, including research regarding the public's expectations and preferences.
- **Goal 6. Enhance the Environment:** The City intends to develop a Climate Action Plan that provides a model for California cities for sustainability through the conservation of natural resources and a clean and energy efficient system.

Promote Water Conservation

1. A component of the Climate Action Plan is the development of a new Citywide comprehensive landscape ordinance and subsequent implementation plan which integrates water conservation, stormwater management, stormwater pollution prevention and water conserving landscaping best management practices. The Ordinance will consist of new standards for on-site and off-site landscaping and tree planting, and will establish Low Impact Design (LID) standards and implementation strategies for new and renovated residential, commercial and industrial projects to reduce water usage and improve water quality and meet or exceed State Department of Water Resources water efficient landscape ordinance standards.

2. The indicators that will be used to measure the conservation of water include the decrease of the average water usage per household, business, and for public facilities, an increase in the installation of SMART irrigation systems, a decrease in the amount of runoff from such properties resulting from proper water application methods and the use of water efficient materials (such as water conserving plants, energy and water efficient appliances, etc.), permeable surfacing and on-site retaining systems.

Promote Energy Efficiency and Conservation

1. The City is pursuing a two-pronged approach aimed at decreasing residential and non-residential energy consumption. The first strategy is to reduce energy consumption in existing buildings through an energy efficiency financing program (AB811/PACE), which will allow building owners to complete energy efficient retrofits. The second strategy will be to promote use of renewable energy where feasible in existing and new buildings.
2. The indicators that will be used to measure the reduction of residential and non-residential energy consumption in existing buildings, new buildings and public facilities will be observed through a reduction in per capita building energy use in the residential, commercial, and institutional sector, and an increase in the use of SMART irrigation systems.

Strengthen the Economy

1. The strategies that will be used to strengthen the economic objective will be to support green building practices in Stockton, promote reductions in per capita VMT, and include policies that will facilitate an increased jobs-housing balance.
2. With the increase of green building practices in Stockton, it is anticipated that green building businesses will locate to Stockton, and as a result, the number of green jobs will be increased in the City. Energy efficiency financing will promote green jobs to complete needed retrofits. By promoting energy efficiency in buildings, City building owners will see net savings over time on energy bills; additional savings will translate into additional money available for investment in Stockton and elsewhere.

By promoting reduction in per capita VMT, City residents and employees will see net savings over time on fuel bills; additional savings will translate into additional disposable income available for individuals to invest in Stockton and San Joaquin County. By focusing more development in downtown Stockton, an area of existing infrastructure, overall infrastructure costs will be lower than a comparable greenfield only-focused development pattern.

STEP 3: PRIORITY CONSIDERATIONS

1. ***Proposal ensures ongoing collaboration with multiple public and private sectors and stakeholders and interest and community involvement.***

There will be a comprehensive public participation and outreach program executed during the preparation of the Climate Action Plan to establish an informed and efficient public process reflecting and integrating local, diverse interests to generate support for successful implementation of the Climate Action Plan. This program will be coordinated by a professional public relations firm with working knowledge of Stockton. The public participation and outreach program will include a professional assessment of community interests, including meetings with special interest groups. A

community affairs consultant will work closely together with the City to ensure that technical information is translated into plain language. Materials will be prepared that are easy to interpret and contain graphics and examples relevant to stakeholders' everyday activities to target all segments of the City's population with straightforward information, and to ensure that all segments of the community are a part of the planning process. This will include such items as the preparation/publication of newsletters, slide show/Power Point presentations, newspaper inserts, Web Site/pages including Web ready documents related to the Climate Action Plan. This program shall include facilitation of meetings of the Climate Action Plan Advisory Committee (CAPAC), a committee of interested citizens appointed by the previous Mayor, and related sub-committees that will be intricately involved in the Climate Action Plan process. Key stakeholder agencies will be involved in the development of the Climate Action Plan, including, but not limited to: Regional Transit District, Valley Air District, San Joaquin Valley Blueprint, and San Joaquin Council of Governments Blueprint Process.

2. *Proposal demonstrates strategies or outcomes that can serve as best practices (BPS) for communities across the state.*

Stockton will be drafting the most comprehensive Climate Action Plan in the state. Unique among Climate Action Plans to date, Stockton will be developing implementation strategies in parallel with the CAP development (instead of developing them afterwards) including a Transit Plan (identifying feasible transit services, timing, and funding), a General Plan Amendment (including infill promoting strategies), a water conservation ordinance, and a project impact review process (for greenhouse gas emissions) as well as a VMT monitoring methodology. Stockton will also be completing a cost/benefit analysis and developing funding modalities during the CAP development.

The City of Stockton currently has a webpage devoted to the development of the Climate Action Plan, which includes links to the Climate Action Plan Advisory Committee meeting agendas, minutes, and current responsibilities. This website will continually be updated with information that is used in the development of the Climate Action Plan and its related policies and programs. Once completed, the strategies and outcomes will be posted on this webpage and shared with other jurisdictions in the state. Stockton will advise and consult with other jurisdictions as needed.

3. *Proposal is leveraged with additional resources, in-kind or funds.*

The City of Stockton has received a Department of Energy Stimulus Grant; \$660,000 of which is allocated to the preparation of the Climate Action Plan. Stockton wants to leverage already obtained Department of Energy (DOE) Energy Efficient and Conservation Block Grant (EECBG) monies (\$660,000) and City of Stockton Air Quality monies (\$52,240.66). Due to the comprehensive approach being followed by the City to create a model Climate Action Plan, the EECBG and Air Quality funding will only cover part of the necessary effort; therefore, the need for additional monies through the Proposition 84 - Sustainable Communities grant program is critical to the City's ability to successfully complete the CAP and complete the related supportive plans/programs in parallel. The amount of funding the City is requesting from the Sustainable Communities grant program \$398,423 to complete the preparation of the Climate Action Plan and to pay for the consultant and City staffing needed to accomplish the tasks identified in this proposal.

4. *Proposal Addresses Climate Change Impacts*

The potential climate change impacts on the population, or human or natural areas, or systems most vulnerable to those impacts within the planning area include:

- Increased risk of flooding/levee failure due to sea level rise in the Delta, increased storm intensity, and changes in Sierra runoff conditions. The City will identify systems that could be affected and develop a plan (s) to hold or mitigate impacts, e.g. a fortified levee system.
- Water supply reliability decline due to loss of Sierra snowpack and potential seawater intrusion in the Delta.
- Heat related deaths and illness, particularly for elderly or otherwise vulnerable populations due to increased number and severity of heat waves.
- Damage to the natural environment, resulting in changing landscapes from temperature increases, changes in precipitation patterns, and fire frequency that could put flora and fauna at risk.
- Worsening of air quality problems due to an increase in temperatures, which will result in an increase in the incidences of asthma and other health-related problems in Stockton.
- Agricultural losses due to potential drought, higher temperatures, and new pest vectors (Agricultural activity in surrounding County areas support business in Stockton and vice-versa).

The proposal improves adaptation to the impacts for these populations, human or natural areas, or systems by doing the following:

- This proposal to develop the Climate Action Plan will facilitate the decrease in the incidence of asthma in the population by reducing vehicle miles traveled (VMT) and promoting improved air quality, and reducing the incidence of poorly maintained housing that promotes asthma and other respiratory diseases by implement green building regulations. By reducing these stressors, vulnerable communities will have less cumulative exposure to air pollutants.
- Promotion of urban forestry in the City and new development, cool roofs, and other strategies will help to reduce the urban heat island effect, thus helping residents to cope with potential increase in prolonged heat emergencies.
- By promoting water conservancy, the City will be more resilient during potentially prolonged drought periods and will reduce use of water that can benefit aquatic species.
- By reducing building energy use, the City will reduce the demand on electricity generation units that may be derived from fossil fuels and may be affecting regional air quality, including that in Stockton.
- As a parallel effort, the City will be updating its General Plan to address AB 162, requiring consideration of means to protect communities for a 200-year storm event; this will increase resiliency for potentially more severe flood events in the future.
- By promoting infill development, the City supports preservation of natural areas, and thereby reducing potential additional threats to species affected by changing environmental conditions due to climate change.

5. *Proposal serves an economically disadvantaged community*

The Climate Action Plan serves the city of Stockton. Stockton is an economically disadvantaged community because its median household income is less than 80 percent of the statewide average. Per U.S. Census data (1999), the median household income in 1999 was \$35,453 in Stockton, which amounted to 75% of the statewide average of \$47,493. See item 7 for further documentation that demonstrates that Stockton is a disadvantaged community.

This proposal specific benefits this disadvantaged community by drafting a plan for the provision of increased transit opportunities, and plans for very low and low income housing near services in the downtown. In addition, by promoting reduction in vehicle-related emissions and investment in existing housing (through retrofits), the plan will also help to reduce air pollutant exposure for disadvantaged residents.

STEP 4: ORGANIZATIONAL CAPACITY

- 1. What is your organization's experience in completing this type of proposal or similar proposals? Is the expertise needed for the successful development of the proposal available within the organization? If not, how do you plan to acquire it?**

The City has had experience in utilizing the assistance of consultants through its General Plan Update, Housing Element, Specific Plans, and Master Development Plans. The City has led the development of the Green Building Ordinance, the completion of the current GHG inventory, and the adoption of the GHG reduction goal.

However, the City of Stockton does not have staff with all of the necessary experience to develop and implement a climate action plan without the help of an experienced consulting agency that will evaluate the City's initial greenhouse gas inventory and propose a realistic and financially feasible plan to achieve the City's emissions reduction goals. As such, the City has conducted a RFP process and has selected a qualified consultant consortium team with the necessary expertise to support development of the Climate Action Plan, the Transit Plan, the General Plan Amendment, and the other plan elements. This team commenced its work in August 2010 partially funded through the prior EECBG grant. This application is for the necessary funds to complete the full scope of work identified by the City necessary to the CAP and related tasks overall. City staff will work closely with the consultant consortium team in all aspects of plan development and implementation bringing the staff's intimate knowledge of the City, its residents, stakeholders, and potential.

- 2. Do you have active partners that will help develop the proposal? How?**

Partners that have assisted the City in determining its current emissions reduction inventory and that will play a role in determining future emissions reductions strategies for the City of Stockton include: Members of the Climate Action Plan Advisory Committee (CAPAC), PG&E, San Joaquin RTD, San Joaquin Valley Air Pollution Control District, ICLEI - Local Governments for Sustainability, the Sierra Club, and the San Joaquin Council of Governments (SJCOG).

- 3. How will the proposal be kept on schedule and within budget?**

The City has contracted with a climate change consultant that has committed to a scope of work and schedule for completion of the Climate Action Plan and related plans/programs. A defined schedule has been developed and will be monitored closely by the consultant and the City over time.

- 4. If the proposal goes over budget, explain your contingency plan to cover the cost.**

The City has an air quality fee account that contains sufficient funds to cover additional work if more work is needed to complete the Climate Action Plan.

- 5. Identify in the work plan how the proposal will be implemented, including zoning updates if applicable.**

The proposed plan includes the development of a General Plan Amendment to incorporate the land use strategies and additional policy development necessary to implement all aspects of the CAP. Identification of the funding mechanisms for the Transit Plan and for CAP implementation are part of the scope. The water conservation ordinance will be developed in parallel with the CAP. The work plan also includes all required outreach and CEQA compliance (not a part of this application) necessary to bring the plan through the approval hearing process for adoption by the City Council.